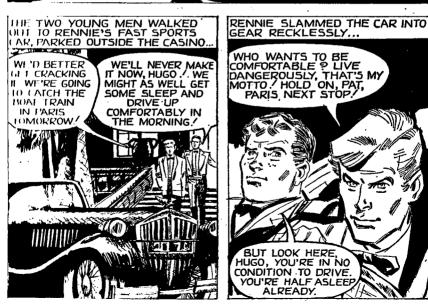


Chapter 1. BOMBER STRIKE









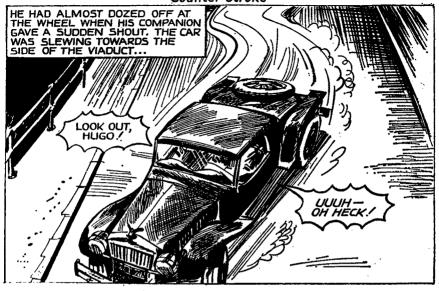


THE CAR ROARED NORTH OUT OF ST. TROPEZ INTO THE FOOTHILLS OF THE MARITIME ALPS, HEADING TOWARDS THE DESTIN VIADUCT...



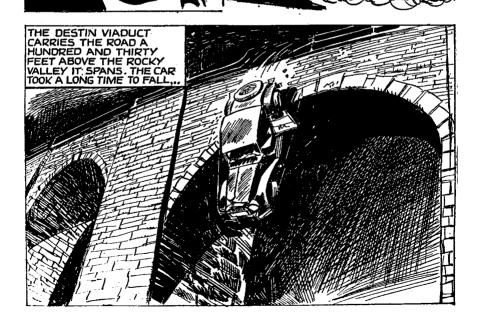








8 Counter-Stroke THE OTHER YOUNG MAN WAS STILL WRENCHING FRANTICALLY AT THE JAMMED DOOR WHEN THE CAR SMASHED THROUGH THE GUARD RAIL... AAAAGH HE'S TRAPPED-HE'S STILL IN THERE-OH NO!





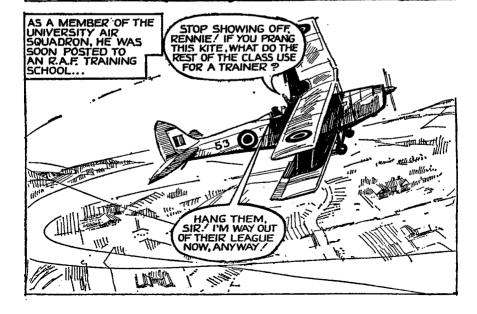


THE ACCIDENT HAD SHAKEN RENNIE, BUT HE HAD MANAGED TO QUIETEN HIS OWN UNEASY

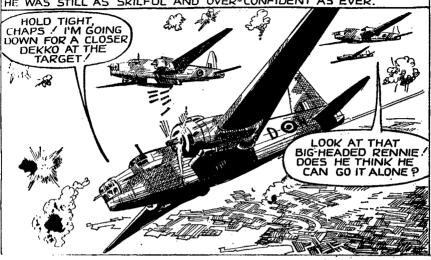
CONSCIENCE... THE FACT THAT WHAT ARE YOU'D BEEN UP YOU GETTING AT? IT WAS HALF THE NIGHT







A YEAR LATER, RENNIE WAS A FLYING OFFICER IN A WELLINGTON SQUADRON OPERATING AGAINST THE GERMAN NORTH SEA PORTS. HE WAS STILL AS SKILFUL AND OVER-CONFIDENT AS EVER.

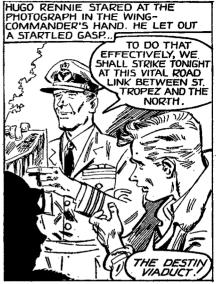


IN NNIE'S BLATANT SELFISHNESS HINDERED HIS PROMOTION. AFTER THREE YEARS OF BOMBING MISSIONS OVER EUROPE, HE WAS STILL UNLY A FLIGHT-LIEUTENANT, AND NOT A POPULAR ONE...

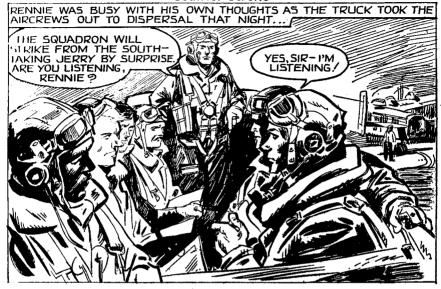


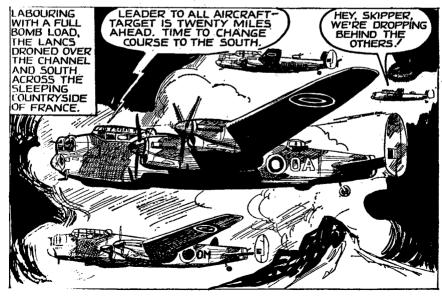
ONE DAY IN JUNE 1944, THE SQUADRON, NOW FLYING LANCASTERS, WAS CALLED TO A SPECIAL BRIEFING...

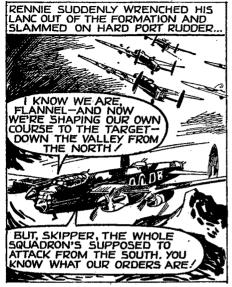
OUR TARGET FOR TONIGHT IS A VITAL ONE, CHAPS! AN ALLIED INVASION FORCE WILL LAND IN THE SOUTH OF FRANCE SOON TO SUPPORT THE NORMANDY LANDINGS, OUR JOB IS TO STOP JERRY GETTING REINFORCEMENTS THROUGH WHEN THE BALLOON GOES UP.





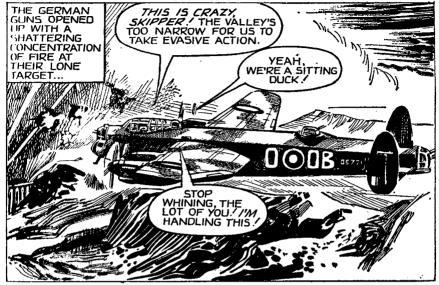
















THE BOMBS FELL WIDE, BLASTING HARMLESSLY INTO THE ROCK FLOOR OF THE VALLEY A HUNDRED YARDS FROM THE VIADUCT.

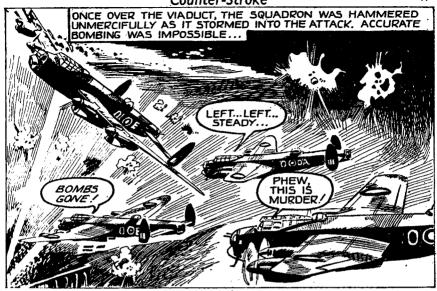
NEAR MISS, PORT INNER AND CURSE IT! STARB'D OUTER



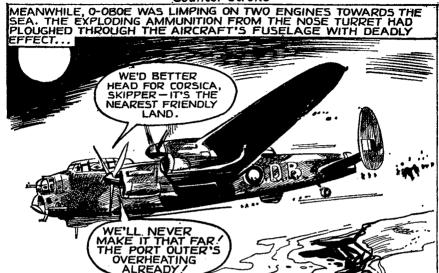
THE REST OF THE SQUADRON'S
PILOTS SAW THE LONE
LANCASTER FLOGGING OUT OF
THE VALLEY AS THEY STARTED
THEIR OWN BOMBING RUN...

MY OATH, SO
THAT'S WHERE
0-OBOE GOT TO,
LEADER!

YEAH, AND NOW
JERRY'S WIDE AWAKE
AND WAITING FOR US



















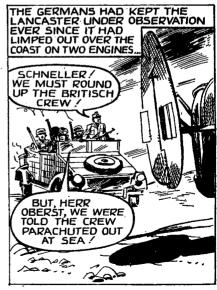
Chapter 2. THE MAQUISARDS

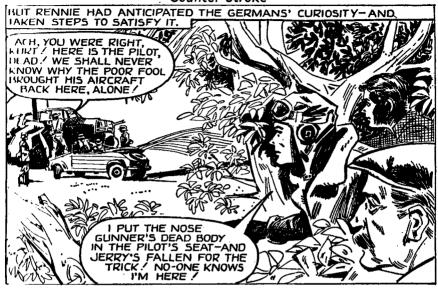


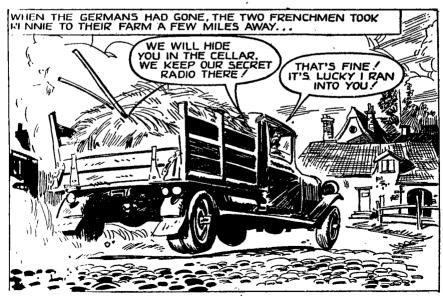














FRENCH FARMERS GATHERED SECRETLY IN THE CELLAR UNDER GASPARD'S FARMHOUSE... SO, M'SIEU, THIS ARE NOT AS YOUNG AS WE WERE - BUT WE TRY TO DO OUR BIT. FINE GROUP GASPARD...MAYBE YOU CAN HELP ME.

AFTER DARK, A HANDFUL OF VETERAN

AS HIS COMRADES IN THE SQUADRON USED TO COMPLAIN. HUGO RENNIE HAD A ONE-TRACK MIND ... F

I'VE COME BACK TO DO WHAT I FAILED TO DO FROM THE AIR-BLOW UP THE DESTIN VIADUCT!



TIENS.







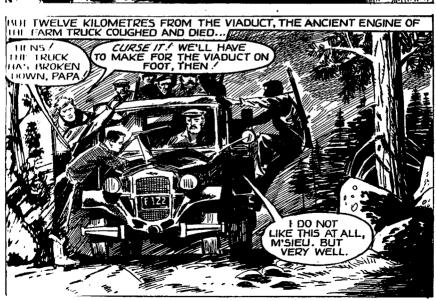


IT TOOK JEAN SEVEN DAYS TO WEAR HIS FATHER DOWN, BUT EVENTUALLY THE YOUNG FRENCHMAN GOT RENNIE'S FLYING BOOTS...









THINGS WERE ALREADY GOING WRONG, AS THE OLD FRENCHMAN HAD KNOWN THEY WOULD. HE GAVE JEAN HIS ORDERS IN A HEAVY VOICE...

BUT WHY SHOULD IT BE ME WHO STAYS TO MEND THE ENGINE, PAPA 9

BECAUSE I SMELL TROUBLE, JEAN, BAD TROUBLE - AND I DO NOT WISH TO THROW AWAY YOUR LIFE ON THIS MADNESS!

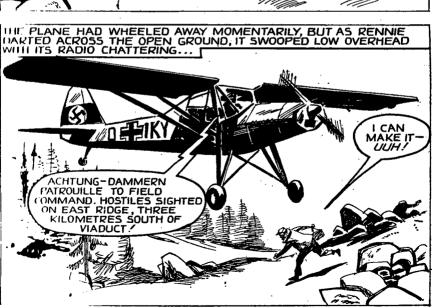


IT TOOK THE LITTLE PARTY MOST OF THE NIGHT TO STRUGGLE NINE KILOMETRES ACROSS THE ROUGH COUNTRY SOUTH OF THE DESTIN VIADUCT.



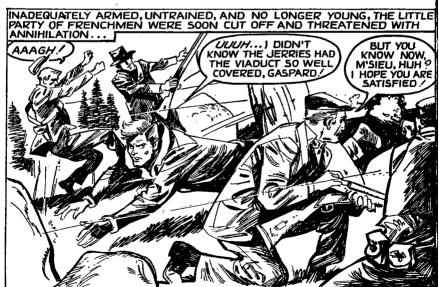






THE GERMANS HAD MOBILE PATROLS ON CONSTANT WATCH IN THE VALLEY NORTH AND SOUTH OF THE VIADUCT. ALERTED BY THE SPOTTER AIRCRAFT, THEY WENT INTO ACTION...













Chapter 3. COMMANDO TARGET



THE COMMANDO FORCE WAS BEING SENT IN TWELVE HOURS AHEAD OF THE MAJOR LANDING. ITS PURPOSE WAS TO DISRUPT THE GERMAN REAR COMMUNICATIONS.











AS THE MAJOR AND HIS MEN ENTERED THE CAVE, A SHADOWY FIGURE SLID AWAY FROM THE PROBING BEAMS OF THEIR FLASHLIGHTS...







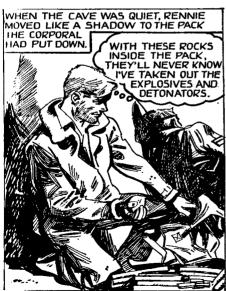




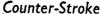


















BUT IT WAS THE CUSTOM FOR THE GERMAN GUARDS AT EITHER END OF THE VIADUCT TO CHECK WITH EACH OTHER AT REGULAR INTERVALS





































BUT UNKNOWN TO THE GERMANS, A SECOND ENGLISHMAN WAS LYING HUDDLED IN THE ROCKS BELOW THE VIADUCT, HIDDEN BY THE DEAD MAJOR'S



Chapter 4. THE ATONEMENT















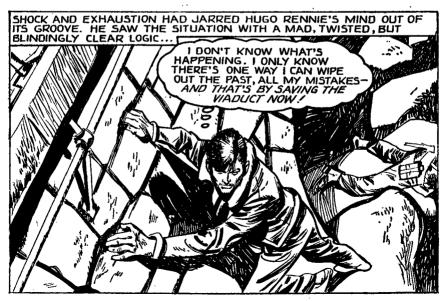










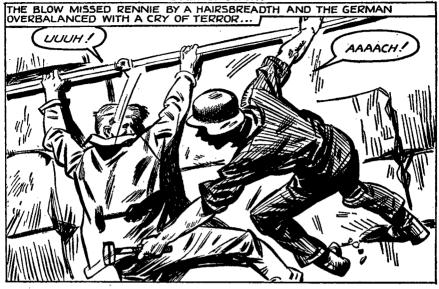


HE CLAMBERED PAINFULLY UP TO THE STONEWORK OF THE VIADUCT AND BEGAN TO CRAWL TOWARDS THE GERMAN ENGINEERS...









AN ARMED GUARD HAD SEEN THE COMMOTION AND HURRIED TO DEAL WITH THE LONE ENGLISHMAN. HE WAS NOT GUICK ENOUGH...





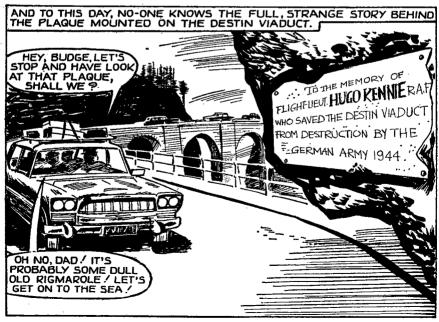






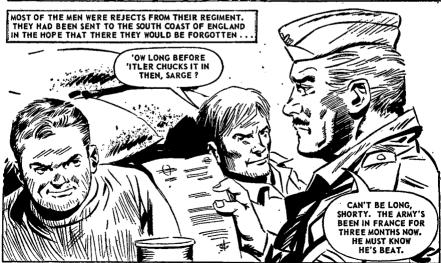






Cheek of the Devil





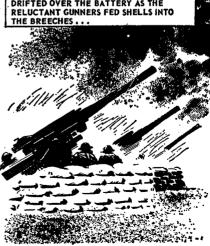




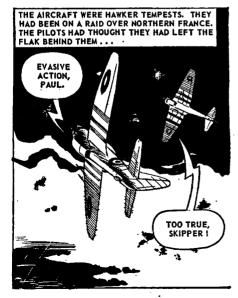


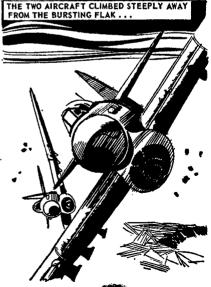






















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NOTABLE EVENTS OF THE SECOND WORLD WAR

THE CRUISE OF THE SCHEER

The German Navy began the war in a position of marked inferiority to Britain's Royal Navy — in terms of numbers, if not quality of ships. Strategically, therefore, German choices were limited: fighting it out in line of battle was impossible; the only option was commerce war, to be waged against Britain's lifeline — the sea lanes. This meant attacks on convoys, and for this purpose at least the German Navy had some ideal vessels.

In the mid—1930s the Reich had, against the various Treaties of the day, laid down a revolutionary class of three *panzerschiffen* or 'pocket battleships': the *Admiral Graf Spee*, the *Deutschland* (later renamed *Lützow*), and the *Scheer*, named after the commanding German admiral at the World War 1 Battle of Jutland. Of the three 'super-cruisers', the *Scheer* was to be far the most successful.

Armed, like her sister ships, with six 11" guns in two triple turrets and heavy secondary armament, equipped with gunnery radar, and powered by advanced long-range diesels, *Scheer* had been designed from the outset as a raider. In early November 1940 she broke out into the Atlantic through the Denmark Strait. Three days later she sighted her first convoy.

Though no 'real' warship protected the convoy, three was an escort: the armed merchant cruiser Jervis Bay, commanded by Captain E.S.F. Fegen. Heroically the underarmed Jervis Bay took on the German raider — and was shot to pieces for her pains, Fegen winning a posthumous VC for his gallantry. But he had bought time for the vulnerable convoy; only five more ships were sunk outright before darkness fell and saved the remainder. Nevertheless Scheer had made a good start to her first war cruise.

From that gory beginning the raider, operated by her captain Theodor Krancke with great skill, went on to perform the most successful raiding cruise of any World War 2 German warship — a total of 161 days at sea. Supplied at secret rendezvous by German merchantmen sailing under false colours, she even reached — and operated in — the Indian Ocean.

On the whole, her massive guns actually saved lives: ships often surrendered immediately when confronted by her formidable armament. She had several lucky escapes — once when two British cruisers were reported (by a nervous British merchantman) by radio as *German* raiders — enabling Krancke to alter course just in time to avoid them. Krancke was awarded the Knight's Cross — the medal was manufactured by the ship's machine shop and presented to *Scheer*'s captain in a formal quarterdeck ceremony — at which Krancke announced that the *panzerschiff* was homeward bound. In March 1941 *Scheer* returned to Germany via the Denmark Strait, by far the most successful of the famous German 'pocket battleships', and a major thorn in the flesh of the hard-pressed Royal Navy. The ship survived until the very end of the war, being sunk by bombers in April 1945 while docked at Kiel.